

Shipping.

explosion of a bomb, which wrecked his horse, and killed five other persons who were also on the premises. The outrage was perpetrated immediately prior to the trial.

A well-known police inspector of Belgium has been shot dead by an assassin, the assassin committing suicide immediately afterwards. Over one thousand families belonging to men who recently took part in the great railway strike in the United States, are on the verge of perishing from starvation. A public subscription has been started for their relief.

The Chinese report that they have fought two big battles with the Japanese forces in Korea, severely defeating the latter on each occasion.

BRISBANE, August 23rd.
A terrible tragedy occurred yesterday at Maryborough, Queensland. A widow named Vennell had occasion to leave her house, and on returning after a brief absence found her three children lying dead in a pool of blood, the bodies being out and hacked about in a most shocking fashion by blows from a tomahawk and some such weapon. The children were aged seven, five, and three respectively. The only clue to the perpetrator of the outrage so far obtained is that given by two little girls, children of a neighbour, who state that they met a drunken man near to the scene of the murder, who was muttering to himself "I've stabbed them to the heart."

Mr. Frank Lawes, of Brisbane, a son of the well-known New Guinea missionary of that name, who was married only five months ago, has just died during a temporary absence from his home. The news of his death greatly affected Mrs. Lawes. She wandered into the bush near her home on Monday night alone, since when she has been missing. Her dead body was discovered yesterday.

WRECK OF THE BARQUE "CALCUTTA" AT PORT ESSINGTON.

Some excitement was created here on Wednesday the 22nd August, when the *Northern Territory* (Port of Call) was seen. It became known that the steamship *Darwin* had brought to port the officers and crew of a sailing vessel which had become a hopeless wreck at Port Essington.

Enquiries elicited the following particulars:—The wrecked ship was the barque *Calcutta*, Captain J. Lucas, bound from Saigon to Noumea with a cargo of 500 tons. The voyage had been longer than anticipated and water was becoming scarce when the captain drew in close to Melville Island on the north side and sent some men ashore to look for water. They saw tracks of natives and searched within a reasonable distance of the shore for what they wanted, but without success; and on their return to the ship Captain Lucas decided to run into Port Essington. In attempting to do so he had the misfortune to run the vessel on one of the numerous reefs which fringed the coast, where she now remains, upright, but an absolute wreck, the bottom being pretty well out of her.

The crew were never in much danger, and as soon as the hopelessness of the condition of the ship was no longer in doubt they set to work with the boats to make their own position safe. Ample provisions and water were got out to secure them from privation for many days, and after standing by the ship for while and lighting her of a portion of the cargo that was most accessible, comprising a few piculs of rice, cane chairs, wine and spirits in barrels, provisions, &c., they had made up their minds to leave the coast in the boats; but the fortunate circumstance of the *Darwin* turning up obliterated the necessity for this.

The barque ran on the reef on the 10th August. After she struck, the pumps were immediately started and kept at till 12 o'clock that night, when they had to be stopped. Next morning there were 10 ft of water in her, and Captain Lucas had no other resource than to abandon her. A camp was then formed on the shore opposite the wreck.

The cargo of rice is irretrievably lost, and the only things procurable that might pay for saving would be the stores in wood, the cane furniture and ship's stores and rigging. The *Calcutta* was a wooden ship of 800 tons burden and 25 years old, and she carried a crew, all told, of 17. Both ship and cargo were insured, but for what amount we cannot say.

The Government Resident, who happened to be a passenger by the *Darwin*, has made all necessary arrangements for the care of the shipwrecked people at Palmerston for the present.

One of the men died at the Vashan Head camp, but his death resulted from natural causes and was in no way attributable to the wreck.

NOTES FROM CHEFOO.

(FROM OUR SPECIAL CORRESPONDENT.)

CHEFOO, August 25th.
The British man-of-war *Lionel* arrived here this morning. Baron von Seckendorff, the German Consul of Chefoo, arrived here yesterday, and is staying at the Beach Hotel.

I received the following from a correspondent in Korea:—"There is really nothing to report in regard to war news. So far, the Japanese have done nothing here except harm, insult, and manhandle. They ought to be well and good, and the final result of tackling China will be a jolly good thrashing for them. You would not credit the course of events here or the tremendous lying of the Japanese and its extraordinary success. They are the Bashu Baskos of Eastern Asia. . . . Provisions are awfully scarce here. Here are some prices:—Milk 90 cents per tin; Worcester sauce 1/35 per bottle; common salt 2/5 per cwt; Beans 2/5, tinned, 2 lbs. 40 cents, and so on in proportion. . . . We are anxiously waiting for the big battle to come off, but up to the present I hear nothing of it. No doubt the Japanese are making every preparation; they are continually landing troops along the coast."

August 26th.
I hear that the Viceroy's principal object in sending Herr von Hanneken to the fleet is to inspire Admiral Ting and his officers with courage and put more "go" into the fleet. The Admiral has been ordered at present not to attack the Japanese, if it can be avoided, but to preserve the fleet in case the Japanese, as they have boasted, should really try to land troops near Peking, and go to Peking in October or November. In this case the Chinese fleet should at once attack the Japanese and destroy as many ships (transports and men-of-war) as possible, even if the Chinese fleet itself should be ruined in the attempt. It is stated that the Chinese Government could get at any moment 20,000,000 sterling in Europe, whilst the Japanese are comparatively poor, and their means will be earlier exhausted than those of the Chinese. Therefore it shows the wisdom of Li Hung-chang that he wishes to prolong the war as much as possible. A rumour has reached us that the Japanese Government has declared it impossible to regard Shanghai as a neutral port, if the export of munitions from the Arsenal and other munition concerns. Those who have lately been to Korea are full of admiration for the discipline and excellent order amongst the Japanese soldiers there. As an instance of this, it is mentioned the men

ner in which the last reinforcements were landed at Chemulpo. Everything was accomplished in a very short time: then the soldiers received and ate their evening meal, standing in the streets, and after this they marched off towards Seoul. Everywhere good order, and there is no need of any protection for the Europeans in the country by foreign gunboats; they are perfectly safe under the Japanese rule.—*Shanghai Mercury*.

ICHANG.

(FROM OUR OWN CORRESPONDENT.)

August 18th.
After a few weeks of overcast, cool, and excessively rainy weather, during which we were led to congratulate each other on the break-up of the summer, the heat has returned again, but only by day; the nights are cool and delicious, and the well worth living, in spite of all the wild rumours of tremendous Chinese victories over their enemies in Korea.

The war will not be in vain if it arouses the Chinese to a sense of how terribly behind they are—if the task is not hopeless—in the matter of searching out and utilizing the rich mineral deposits in their Empire. The coal fields should do something towards weakening them in this necessity, for there is not the slightest doubt that if private enterprise were not balked by national superstition and triggered by official queering, coal in abundance, and of a good quality, could be found close to the many waterways, and put into the market at reasonable rates. An instance has just brought this matter home to us up here, for a foreign-educated Chinese gentleman, who has had considerable experience in mining matters, has been, in connection with prospecting the mountainous district that environs us, and reports that a very good, soft, bituminous coal exists within fifteen miles of the city of Ichang, whether it can be waterborne by a creek that flows past the very mouth of an already opened mine, from which surface coal has for several years been taken in small quantities during the winter months, when it is not flooded. It seems a small outlay of capital on modern plant, and the removal of a few rocks in the creek, would enable its waters to place good steaming coals from this mine, which it is said is remarkably free from shale, on the Hankow and Ichang markets at prices that would command customers. Such a mine during the last few weeks, had it been in working order, would have been both a national boon and a great convenience to the large maritime companies, as well as a profitable concern for its owners. The same gentleman is now away making further investigations as to the extent of the coal fields, and to exist in large quantities within workable distance of the river. If these are found, and official sanction obtained, there would undoubtedly be a large amount of foreign capital forthcoming for the formation of companies to work them, but not unless they were put on a working condition in regard to leases and royalties. Needless to say, such a fabulous stroke of good luck would, in the eyes of the Chinese, be of great importance, and render present investments at this port both profitable and valuable. But dreams have been dreamed before!

Up-river cargo just now is increasing owing to large importations of telegraph wire, which, due to doubt to its export from Japan having been stopped, must be a profitable commodity to own just now; and the merchants appear to be making their hay while the sun is out. Our city magistrate who was the day out. Our city magistrate after the departure of the steamship *Shan*, has returned in the *Changoo*, to hand over the seals of his office and his deplorable accounts to his successor—the late *wuyuen* of Customs here. The despatch appears to have decamped owing not only to the state of his being roundly hated by the inhabitants for his many acts of injustice and intolerable squabbles; in fact they said to be so incensed against him as to be likely to maul him considerably. Even opportunity—even now, before he leaves the city for good.

The river has been steadily rising and freshets are frequent and strong. So strong, indeed, that the *Yeh* is constantly dragging her anchors; and has, after losing an anchor and forty fathoms of chain by the parting of the latter, been obliged to keep under steam during the last few days and her engine going to keep her abreast the foreign part of the bund. Other steamers have, however, had no serious accidents have occurred. The principal cause of the gunboat's trouble, according to her captain, arises from the hawsepipes being so far aft—about one-twelfth of her whole length—which, in a strong current, causes her to spring around her anchors like a corkscrew around its trailer. The "snout" is moored with such a projecting "snout" it is reported as being impossible. Seafaring men will no doubt appreciate the difficulty. Weather bright and hot; river at 31 feet.—*N. C. Daily News*.

NEWCHWANG.

(FROM OUR OWN CORRESPONDENT.)

Newchwang, August 21st.
At the commencement of the month the steamers *Hatting*, *Kwangchi*, and *Chingung* managed to come over safely from Tientsin with about 1,500 soldiers, and as we were having heavy rains at the time the soldiers were stationed at the various camps and inns some little distance from the British Settlement. After ten days' hard travelling these brave men managed to cover 25 1/2, just a little over eight English miles; this is what one would call very slow work.

On the 14th inst. news reached us that the Manchus soldiers sent from Kirin passed through Liaoyang on their way to the Korean gates. While at Liaoyang they fell across the poor unfortunate Rev. J. A. Wylie. Without the slightest provocation these brutes attacked him with knives and sticks, breaking his jaw, and left him lying on the road for dead. On the morning of the 18th inst. the news reached us that Mr. Wylie had passed away. Everything was done, that could be done, in the way of medical treatment, but Liaoyang is noted for having one of the best hospitals in this province, now in charge of Dr. Gray. The remains of the late Rev. J. A. Wylie have just arrived per boat from Liaoyang, some eighty miles from here, in company with the Rev. John Macintyre and the Rev. Douglas, and will be interred in the foreign cemetery at 6 p.m. to-morrow.

I believe H.B.M.'s Consul received a despatch from the Tatar General of Moukden informing him that if anything serious should happen to Mr. Wylie, the Major of that regiment would lose his head. This sounds all right, but look for a moment, we have hundreds of Major, and what do the soldiers care? Fortunately, we have a splendid counsel in Mr. T. L. Bullock, and I feel sure that he has the telling of the tale, and he will behead every soul in the regiment, from the Major down. The British residents here have petitioned H.B.M.'s Consul for a gunboat, for our position here is a very dangerous one, especially in the winter months—on the right we have Korea, in the middle is the high road to Tientsin, and on the left we have the sea (and very thick at that too). If these brutes are not killed out and out by the Japanese, they will return over Newchwang, and then poor Newchwang look out, for they don't

care, and really don't know the difference between white men and Japanese. It would be very wrong indeed on the part of the British Government to leave us without protection, for the foreign population at present consists of 38 men, 23 women, and 17 children. Our Tatar has had topsores laid down in the river between the forts and the Bar, I am not going to mention exactly where, in fact, I don't wish to be a pilot for the Japanese men-of-war.

Owing to the war the rates for produce have fallen very considerably.—Beans, Tls. 3.90 per 100 lbs.; Beans, Tls. 3.20 per 100 c.; Bean Oil, Tls. 3.90 per 100 c.; Millet, Tls. 3.39 per 100 c.

August 23rd.
The funeral of the late Rev. J. A. Wylie took place on the 21st inst. at 6 p.m. The burial service was conducted by the Rev. John Macintyre, who spoke with great feeling. Every one of the community was present from Mr. T. L. Bullock (H.B.M.'s Consul) down. After the service Mr. Macintyre went round to the mission compound to address many of the Chinese Christians, amongst them was a native despatch, Lieut. Chong-lan, who stuck to Mr. Wylie to the very last.

The soldiers that attacked the late Mr. Wylie came from Kirin, and are under General Feng, the latter being now stationed at Moukden. It appears that General Feng sent 250 of his braves under a major named Fa arriving at Liaoyang on the morning of the 9th inst., and as there was nothing doing, some of these men went to see their comrades. Mr. Wylie had only gone a few steps when he was seen by Chong Shoen's soldiers, who were soon informed that a foreign devil had a small church; they at once made for the chapel, smashing everything they could. Mr. Wylie at the time was in his house, and as soon as he heard the row, thought it advisable to make straight for the Magistrate's *yamen* striving in company with one of the church deacons, a native of Liaoyang, by the name of Lieut. Chong-lan. Mr. Wylie had only gone a few steps when he was seen by Chong Shoen's soldiers, who were soon informed that a foreign devil had a small church; they at once made for the chapel, smashing everything they could. Mr. Wylie at the time was in his house, and as soon as he heard the row, thought it advisable to make straight for the Magistrate's *yamen* striving in company with one of the church deacons, a native of Liaoyang, by the name of Lieut. Chong-lan.

Mr. Wylie was soon overtaken by these brutes, his native despatch behaved in a very plucky manner, standing between him and the soldiers; by so doing Mr. Wylie managed to get away, but he was again very soon overtaken, and without the slightest hesitation, they went for him with their knives and sticks, as described in my letter of the 21st inst. The plucky deacon, Lieut. Chong-lan, managed to get to the sub-magistrate's *yamen*, and the latter did all in his power to quell the riot, but he himself was badly hurt by the soldiers. The magistrate at once had an interview with Chong Shoen, requesting him to keep order amongst his soldiers; the latter told him to mind his own business.

Both Chong Shoen and Fa are under General Feng. You will not doubt remember that some few weeks back Dr. Greig was attacked by soldiers up at Kirin, and I am now informed the soldiers that attacked him (Dr. Greig) were also under General Feng. Dr. Greig's case was sent home, and was settled I believe for £500, and a site for a hospital. We must not forget that we are living amongst Asiatics, and when they forget themselves, as they have done, especially in the case of the late Rev. J. A. Wylie, they should be kept in mind. Chong Shoen and Major Fa, as well as some of the soldiers should lose their heads.

According to the Shanghai papers Admiral Sir Edmund Fremantle is enjoying the *Chelak* at, but at this stage of affairs I really think he should favour us with a gunboat; the officers no doubt would enjoy the splendid snipe shooting. The only yacht we have here is the *Kaito*, and will no doubt have to hire the eight and four bore guns.—*N. C. Daily News*.

THE NAVAL BATTLES FOR SUPREMACY.

The first naval battles for supremacy in the Northern Pacific have already begun between the Chinese and Japanese. This conflict is of special interest to our own country. The result, whatever it may be, as to the two nations now at war, will reach quite beyond their borders. These naval battles during the last few days and nights have been fought with ships of modern construction and with armaments that were not known twenty-five years ago.

A few years ago neither China nor Japan figured as naval powers. An American Commodore sailing through the internal waters of Japan, fired away at forts, but meeting with not a single shot that could cope with any one of his wooden fleet, having only smooth-bore cannon and wholly unprotected by iron plates. China has a fleet of not less than thirty ships that rank nearly as many more, some of which have a high rate of speed. The most powerful ships in both navies have been built abroad. They are to-day exploiting the Northern Pacific. What the result will be no one can predict with any certainty. There may be a series of naval battles that will not leave either nation in the same position as it was before the conflict began. The relation of Korea to both nations that have the greatest outside interest in the result of the conflict are Russia and the United States. Both are seeking commercial supremacy on the Pacific. Russia is engaged in building the Trans-Siberian Railroad. It is the most stupendous enterprise ever undertaken in modern times. It exceeds in magnitude and cost any other project that has been projected or built. When this railroad has been completed in all probability it will have a naval and commercial port on the Pacific other than that of Vladivostok, which is closed by ice a part of every year. Now that China and Japan have created formidable sea fleets and have the advantage of some of the best harbours in the Pacific, Russia is aiming at similar advancement.

The great Trans-Siberian Railroad was commenced by the Russian military and naval expenditure. When the plans for reaching Constantinople were defeated by the European Powers, Russia turned her attention toward the Pacific. The Orient was to be reached by the new route. The Siberian Railroad began to take shape. The best and only important port on the Pacific in the possession of Russia would be made available until a better one could be procured. The present conflict, it is expected, will in some way play into the hands of Russia. If the latter should intervene, then the question would not be settled without finding Russia in possession of a port that would match the importance of the great military road now pushing on every year toward the Pacific. There is at least the foreboding of Russia as a great naval power in the Northern Pacific. In the contest for supremacy her naval armament is the best. 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